CLAIMS

1. Driving belt, in particular for driving relatively heavy vehicles such as motor vehicles and lorries, provided with an enclosed tension element (2) and also with metal transverse elements (1) accommodated so as to be movable in a longitudinal direction along the tension element (2), which driving belt is intended to be used wedged between the sheaves of a set of pulleys of a continuously variable transmission, which transverse elements (1) are each designed with a body part (10), a head part (12) and a neck part (11) between the latter two parts, on either side of the neck part (11) between the body part (10) and the head part (12) two axially oriented openings (17) being present, in each of which openings a part of the tension element (2) is accommodated, the radially lower limit (19) of an opening (17) formed by the body part (10) being intended for contact with the respective part of the tension element (2), while the body part (10) is provided on either side with contact surfaces (13) oriented substantially in an axial direction and diverging from each other in the radial direction, which contact surfaces (13) are intended for contact with the sheaves of the pulleys, and which body part (10) is provided with a substantially axially oriented tilting line (14), situated in a front side of the transverse element (1) and along which two adjacent transverse elements (1) in the driving belt can rotate in relation to each other, whereby an upper limit (16) of an opening (17) formed by the head part (12) extends in the axial direction at least to an imaginary line (18), which extends from the radially lower limit (19) to the radially upper limit (16) of the respective opening (17) in line with a contact surface (13), and whereby axial ends of the head part (12) are each provided with an additional contact surface (20) oriented substantially in the axial direction and intended for contact with the sheaves of the pulleys, characterised in that a radial or height dimension of the contact surfaces (20) of the head part (12) is at most equal to one third of a radial dimension of the contact surfaces (13) of the body part (10) and is preferably larger than one fifth of that dimension.

2. Driving belt according to Claim 1, characterised in that the additional contact surfaces (20) of the head part each lie substantially in line with one of the contact surfaces (13) of the body part (10).

3. Driving belt according to Claim 1, characterised in that the additional contact surfaces (20) of the head part (12) are situated outside an area defined between two imaginary lines (18), which imaginary lines (18) extend from the lower limit (19) to the

upper limit (16) of the openings (17) in line with the contact surfaces (13) of the body part (10).

4. Driving belt according to one of the preceding claims, characterised in that a radially outermost edge (21) of the head part (12) is provided with a centrally positioned indentation (22), at least viewed relative to an otherwise substantially arrowhead-shaped exterior of the head part (12).

5. Driving belt according to one of the preceding claims, characterised in that the neck part (11) diverges radially outwards in the axial direction.

6. Driving belt according to one of the preceding claims, characterised in that a radially innermost or bottom edge (23) of the body part (10) at least at the axial position of the neck part (11) is oriented at least substantially axially and preferably over the entire axial or widthwise dimension of the transverse element (1) is situated at substantially the same radial position as a radial underside of the contact surfaces (13) of the body part (10), or at a position situated radially inwards.

7. Driving belt, in particular according to any one of the preceding claims, provided with an enclosed tension element (2) and also with metal transverse elements (1) accommodated so as to be movable in a longitudinal direction along the tension element (2), which driving belt is intended to be used wedged between the sheaves of a set of pulleys of a continuously variable transmission, which transverse elements (1) are each designed with a body part (10), a head part (12) and a neck part (11) between the latter two parts, on either side of the neck part (11) between the body part (10) and the head part (12) two axially oriented openings (17) being present, in each of which openings a part of the tension element (2) is accommodated, the radially lower limit (19) of an opening (17) formed by the body part (10) being intended for contact with the respective part of the tension element (2), while the body part (10) is provided on either side with contact surfaces (13) oriented substantially in an axial direction and diverging from each other in the radial direction, which contact surfaces (13) are intended for contact with the sheaves of the pulleys, and which body part (10) is provided with a substantially axially oriented tilting line (14), situated in a front side of the transverse element (1) and along which two adjacent transverse elements (1) in the driving belt can rotate in relation to each other, whereby an upper limit (16) of an opening (17) formed by the head part (12) extends in the axial direction at least to an imaginary line (18), which extends from the radially lower limit (19) to the radially upper limit (16) of the respective opening (17) in line with a contact surface (13), and whereby axial ends of

the head part (12) are each provided with an additional contact surface (20) oriented substantially in the axial direction and intended for contact with the sheaves of the pulleys, characterised in that the transverse element (1) is not provided with further means for preventing a displacement of adjacent transverse elements (1) in the driving belt relative to each other in the radial direction, such as a projection (15) and hole that mutually engage in the radial direction between the adjacent elements (1).